BELLONA

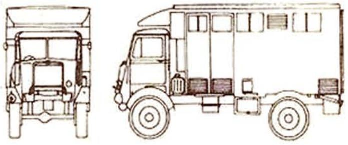
MILITARY VEHICLE DATA

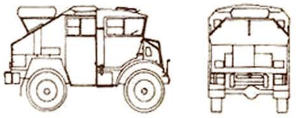
NUMBER NINETEEN

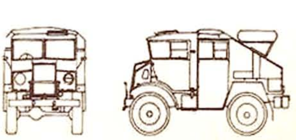
Albion WD66 5-ton 6 x 6 GS Cargo	UK
DAF YA 126 1-ton 4 x 4 Weapons Carrier	HOLLAND
Bedford QLR 3-ton 4 x 4 Wireless J145	UK
Ford WOT1 3-ton 6 x 4 VHF Transmitter	UK
ERF C14 6-ton 4 x 2 General Service	UK
Humber FWD 4 x 4 BBC Recording Van Type C	UK
Ford FGT 4 x 4 Field Artillery Tractor (FAT4)	CANADA
Commer Q4 3-ton 4 x 4 Fixed Container Workshop	UK
Foden 6E6/22 10-ton 6 x 4 GS Cargo	UK

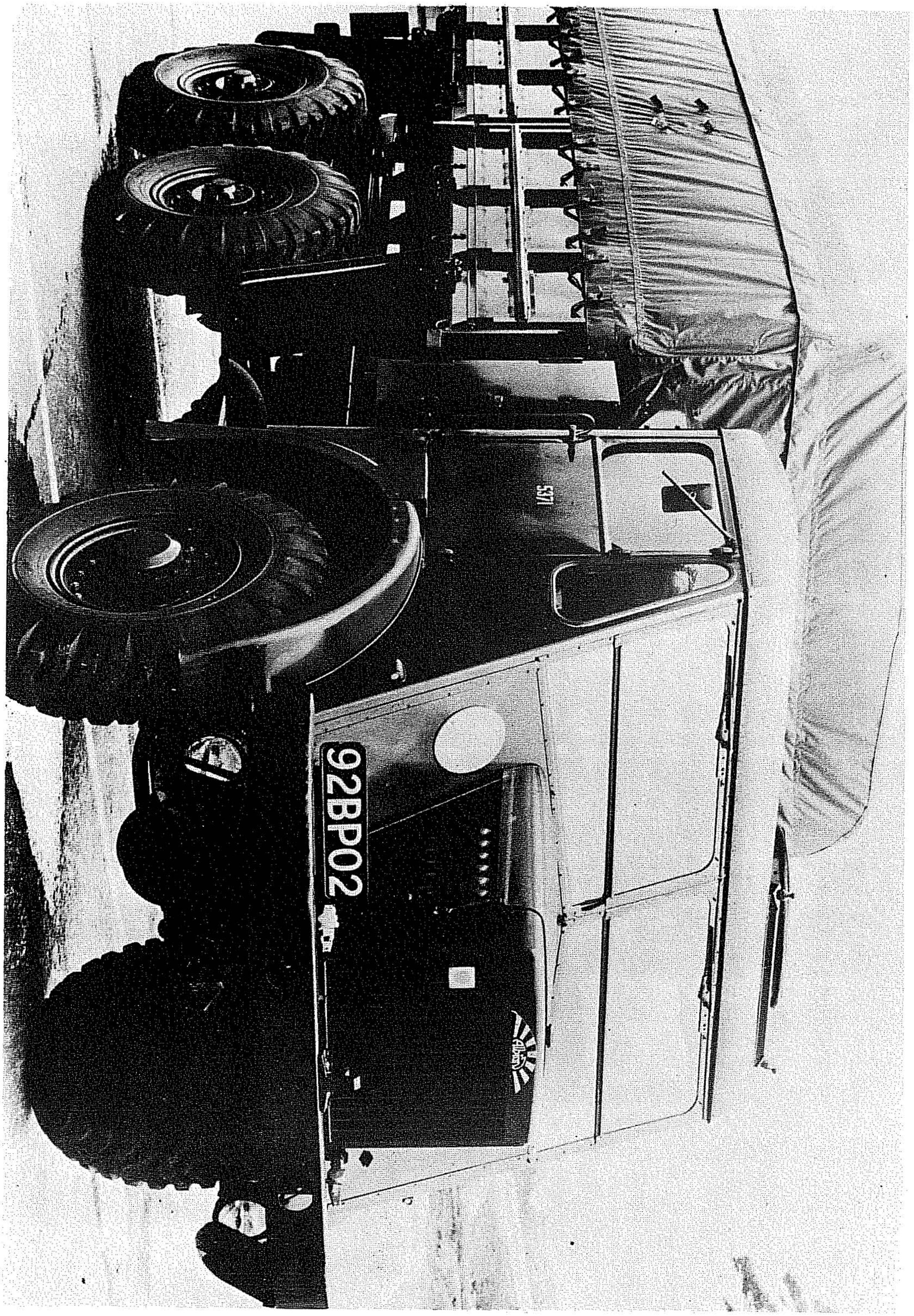
DRAWINGS AND RESEARCH BY M.P. CONNIFORD

25p.





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ALBION WD66, 5-TON 6 x 6, GS CARGO

Early in the 1950's tenders were invited by the then Ministry of Supply for designs to meet a military 6 x 6 requirement capable of carrying a 5-ton payload. One of the motor manufacturers to submit such a design was Albion Motors. Their WD66 5-ton 6 x 6 chassis were produced between May 1955 and May 1956, the quantity however being restricted to ten-off. Nine were built with cargo/artillery tractor bodies, and one as a recovery vehicle. Strachans (Successors) Ltd made the bodies for these vehicles which had a good cross-country performance, and were capable of transporting their loads over all types of terrain. A 7-ton winch could be incorporated.

Suspension.
Semi-elliptic, front and rear.

Steering:
Worm and roller, right hand drive.

Brakes:
Foot, air pressure assisted hydraulic.
Hand, mechanical on transmission.

Tyres:
12.00 x 20 Cross-country.

Fuel Capacity:
60-gallons, radius of action 300 miles.

Overall Dimensions:
Length: 23' 6"
Width: 8' 0"
Height: 10' 9".

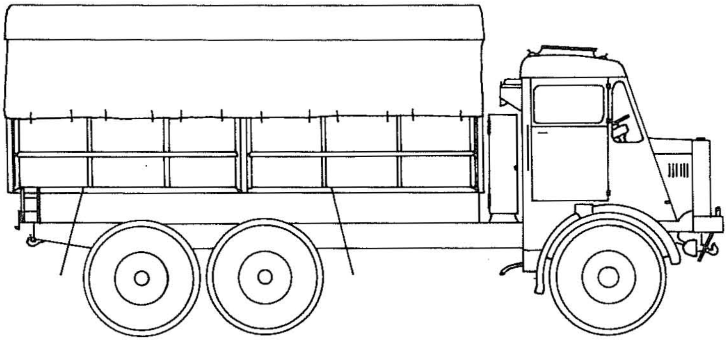
Engine:
B.80, 8-cylinder petrol constructed to Service requirements.
Piston displacement, 5,675 cc.
B.H.P. (gross) 160 at 3,750 r.p.m.
Torque (nett) 248 at 2,200 r.p.m.

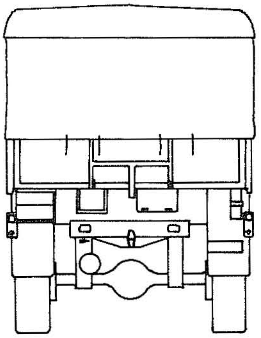
Transmission:
Twin dry plate, 5-speed constant mesh gearbox. 2-speed transfer box.
Three differentials.

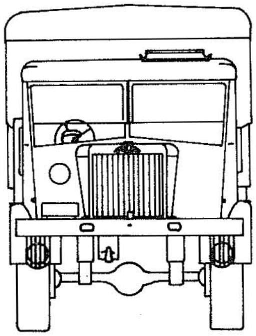
Axles:
Worm rear, bevel front.

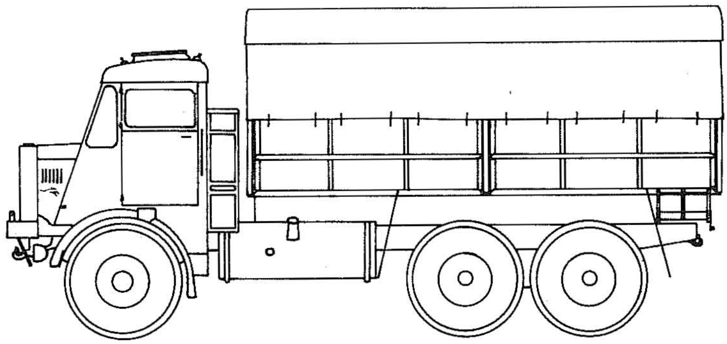
Other Dimensions:
Wheelbase: 12' 6"
Track, front: 6' 2¾"
rear: 6' 4"

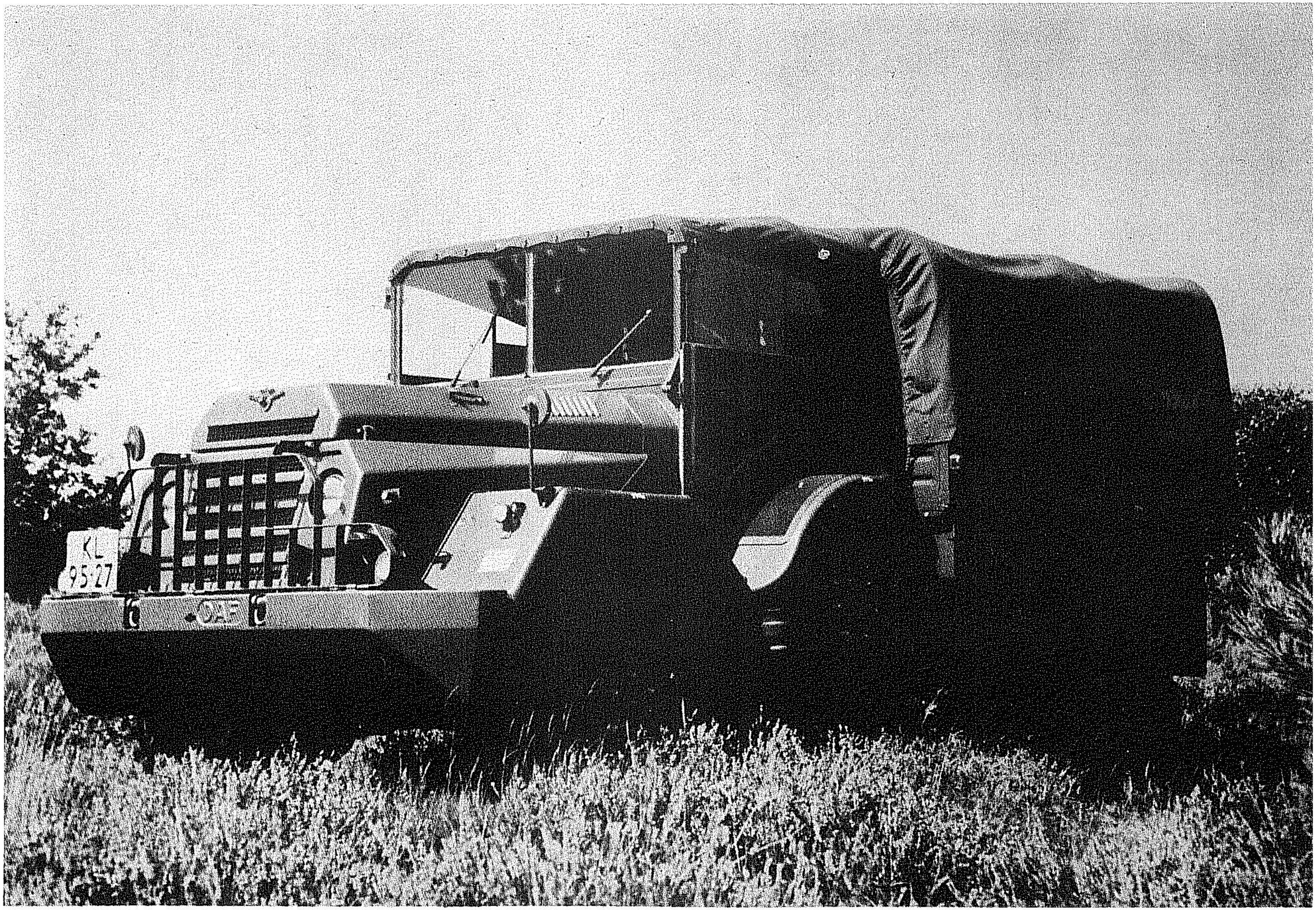
Photograph opposite courtesy Albion Motors Ltd.







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DAF YA-126, 1-TON 4 x 4, WEAPONS CARRIER

First ordered in 1952, over five thousand units were built for three main roles, as a weapons carrier, a light workshop vehicle, and, with a house-type body, as an ambulance. In the case of the weapons carrier, the specifications required a vehicle capable of efficient and reliable performance to transport personnel, light weapons, ammunition and the like under the most trying conditions. Besides these small trucks, Van Doorne's Aanhangwagenfabriek N.V. designs and builds artillery tractors, special purpose vehicles, trailers and semi-trailers for military use.

Brakes:
Lockheed air-hydraulic. Parking on rear wheels only.

Tyres:
9.00 x 16 10 ply.

Frame:
All-welded box section, waterproofed.

Overall Dimensions:
Length: 14' 11"
Width: 6' 11"
Height: 7' 2"
Stripped Shipping height: 6' 0".

Inside Body Dimensions:
Length: 6' 7"
Width: 6' 3"
Height: 4' 3".

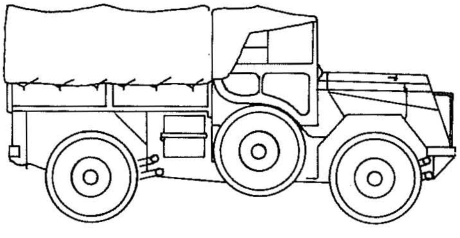
Engine:
Hercules Model JXC 6-cylinder. 3¾" bore, 4¼" stroke, B.H.P. 102 at 3,200 r.p.m.

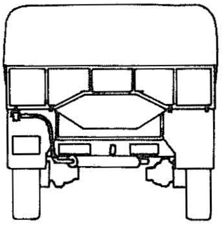
Transmission:
Gear ratios 1.0 to 1, 1.7 to 1 and 6.4 to 1. Transfer, 2-speed, ratios 0.94 to 1 and 1.83 to 1.

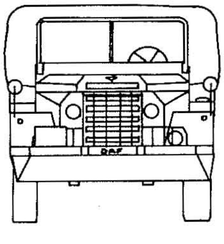
Other Dimensions:
Wheelbase: 9' 4"
Track, front and rear: 4' 7"
Ground clearance: 1' 1¾"
Fording depth: 2' 6"
Turning circle: 46' 0".

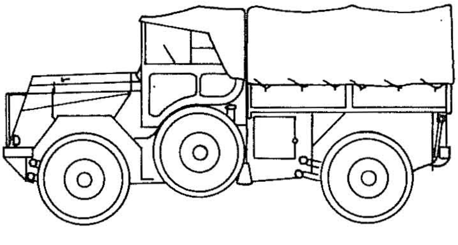
Maximum speed (governed):
50 m.p.h. Radius of operation: 275 miles. Fuel consumption: 9½m.p.g.

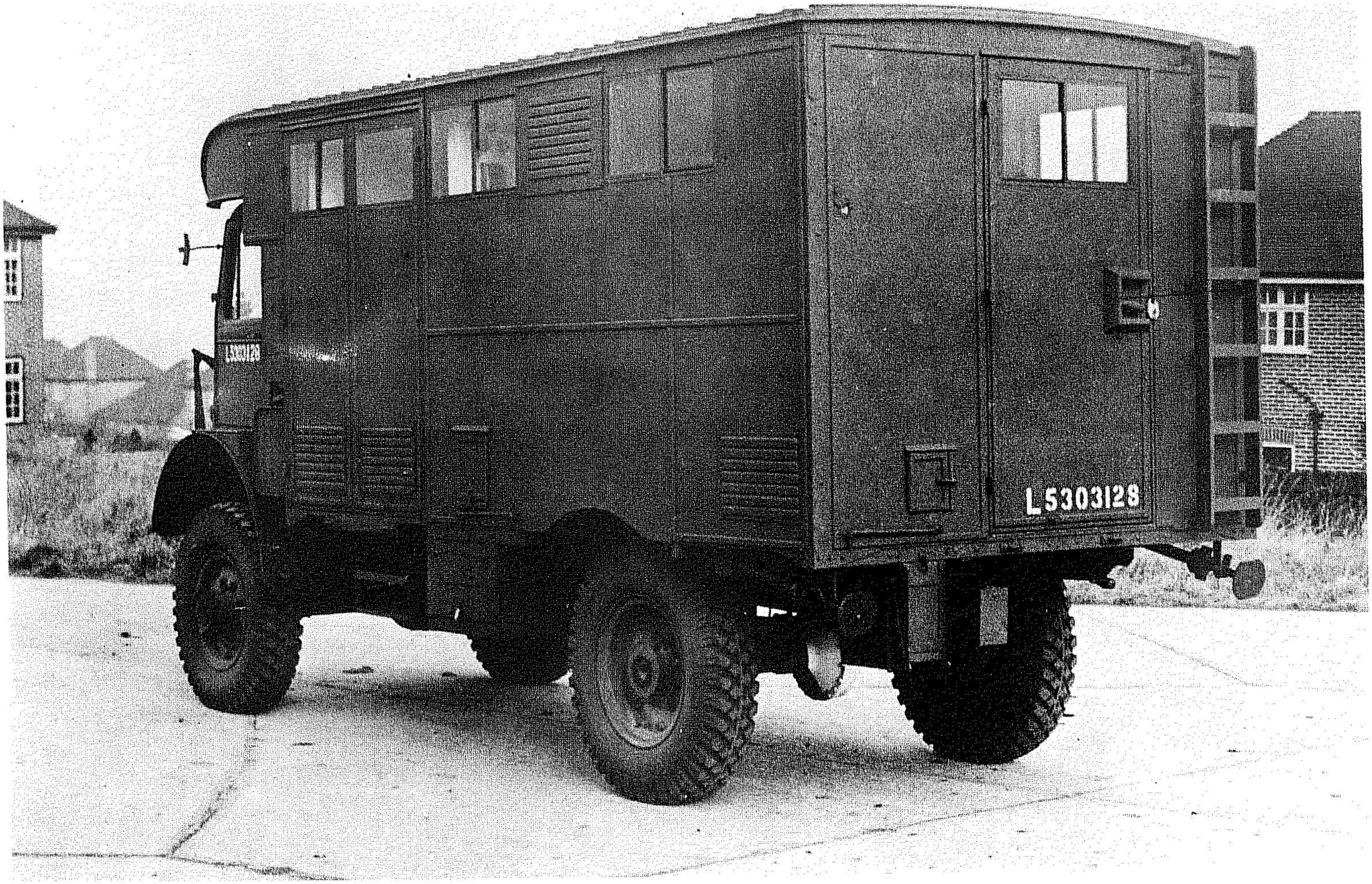
Photograph opposite courtesy of D.A.F.







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BEDFORD QLR, 3-TON 4 x 4, WIRELESS (HOUSE TYPE) J.145

In Military Vehicle Data Thirteen details were given of the more familiar House Type Wireless body mounted on a Bedford QL chassis. That particular body could be modified for use in a number of different roles, the same is also true in this instance.

Whilst shown here in use as a signals vehicle, other versions included mobile canteens which incorporated a long serving hatch along the nearside, and others fitted out as laboratory lorries and dental surgeries.

In all, 52,245 Bedford QL chassis were produced by Vauxhall Motors.

Axles:
Fully-floating spiral bevel drive ratio 6.16 to 1.

Suspension:
Semi-elliptic with servo assisted hydraulic shock absorbers front and rear.

Brakes:
Foot, servo assisted hydraulic on all wheels; hand, mechanical on rear wheels only.

Steering:
Worm and sector.

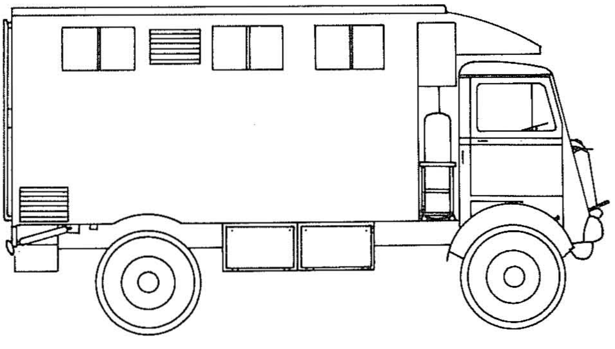
Overall Dimensions:

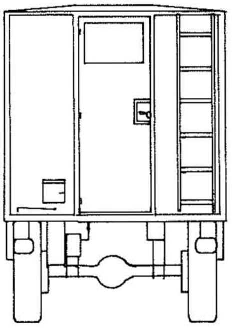
Length:	20′ 0″
Width:	7′ 3″
Height:	11′ 4″

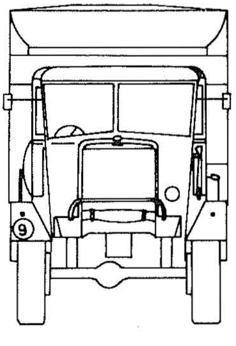
Engine:
Bedford 6-cylinder petrol, 85.73mm bore, 101.6mm stroke, of 3.518 litres capacity, R.A.C. rating 27.34 horsepower. Maximum B.H.P. 72 at 3,000 r.p.m. Maximum torque 1,844 lbs/ins at 1,200 r.p.m.

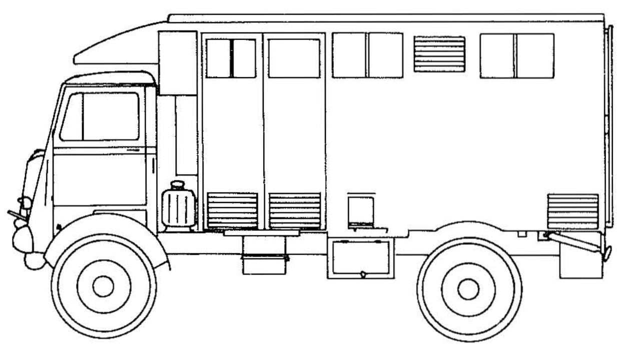
Clutch:
10″ diameter single dry plate.

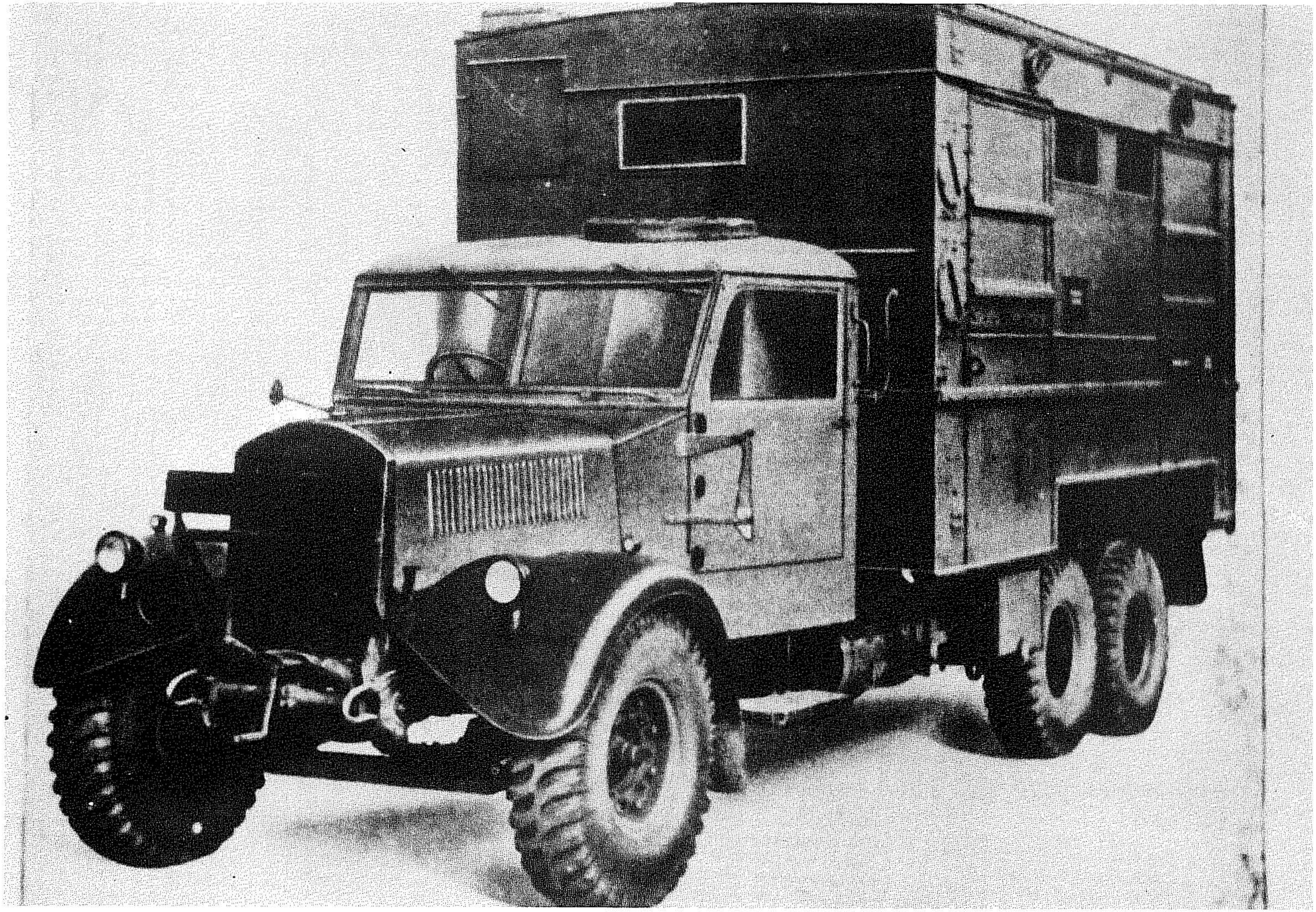
Gearboxes:
Main, 4 forward and 1 reverse; auxiliary 2-speed. Overall ratios high 52.7 to 1, 25.3 to 1, 12.5 to 1, 7.3 to 1 and 52.2 to 1 in reverse. Low, 102.03 to 1, 49.03 to 1, 24.16 to 1, 14.13 to 1 and 101.04 to 1 in reverse.











FORD WOT1, 3-TON 6 x 4, VHF TRANSMITTER VEHICLE

Whilst the Army seemed to prefer its six-wheeled three-tonners to be forward controlled, such as the Albion, Karrier, Leyland and Thornycroft, the Royal Air Force used mostly Austin K6's and the Ford WOT1 (1A and 1A/1) range of chassis for its larger lorries. Ford WOT1's were widely used; the body variants included Ambulances, Aircrew Coaches, Balloon Launchers, Dental Laboratories and Surgery, Fire Crash Foam Monitors, Floodlight Units, Flying Control Vans, General Service trucks, Parachute Drying Equipment, Photographic Tenders, 10 & 20kVA Power Equipment and a multitude of Transmitter bodies such as the one shown here.

Known as an R.V.T. 188 Mk 1, this 13-foot container body was equipped with a four-channel VHF transmitter for ground to air communication. It could be operated from a control panel on the transmitter or remotely from its associated RVT 189 Mk 1 vehicle, or from other remote positions such as a flying control tower.

Suspension:
Semi-elliptic, front and rear.

Axles:
Front 'H' section.
Rear, fully floating spiral bevel drive ratio 6.67 to 1.

Brakes;
Foot, mechanical on all wheels.
(Vacuum servo assisted on WOT1A/1)
Hand, mechanical on all wheels.

Tyres:
10.50 – 16.

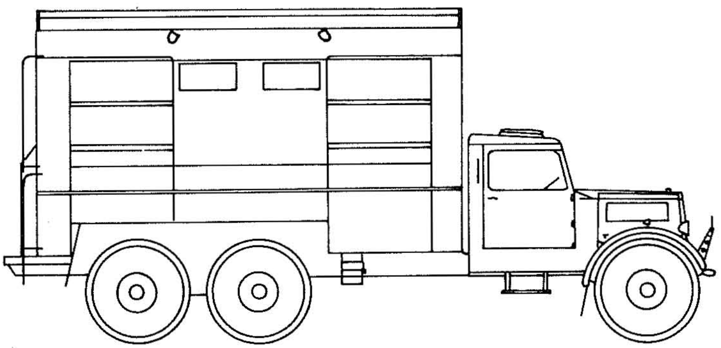
Overall Dimensions:
Length: 23' 4"
Width: 7' 9"
Height: 11' 1"

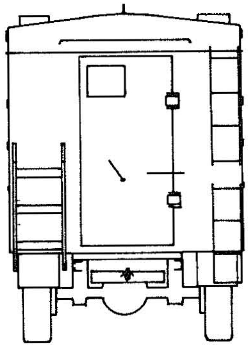
Engine:
Ford V8 petrol, bore 77.79mm, stroke 95.22mm of 3.62 litres capacity. RAC rating 30.01 horsepower. B.H.P. 60 at 2,840 r.p.m. Maximum torque 1,800 lb/in at 2,000 r.p.m.

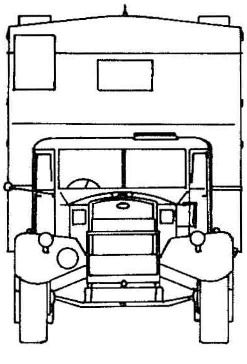
Clutch:
Single dry plate.

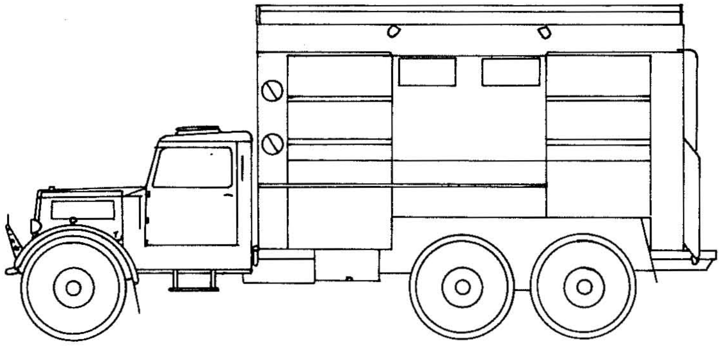
Gearbox:
4 forward and 1 reverse.
6.40 to 1, 3.09 to 1, 1.69 to 1, 1.0 to 1, and 7.82 to 1 in reverse.

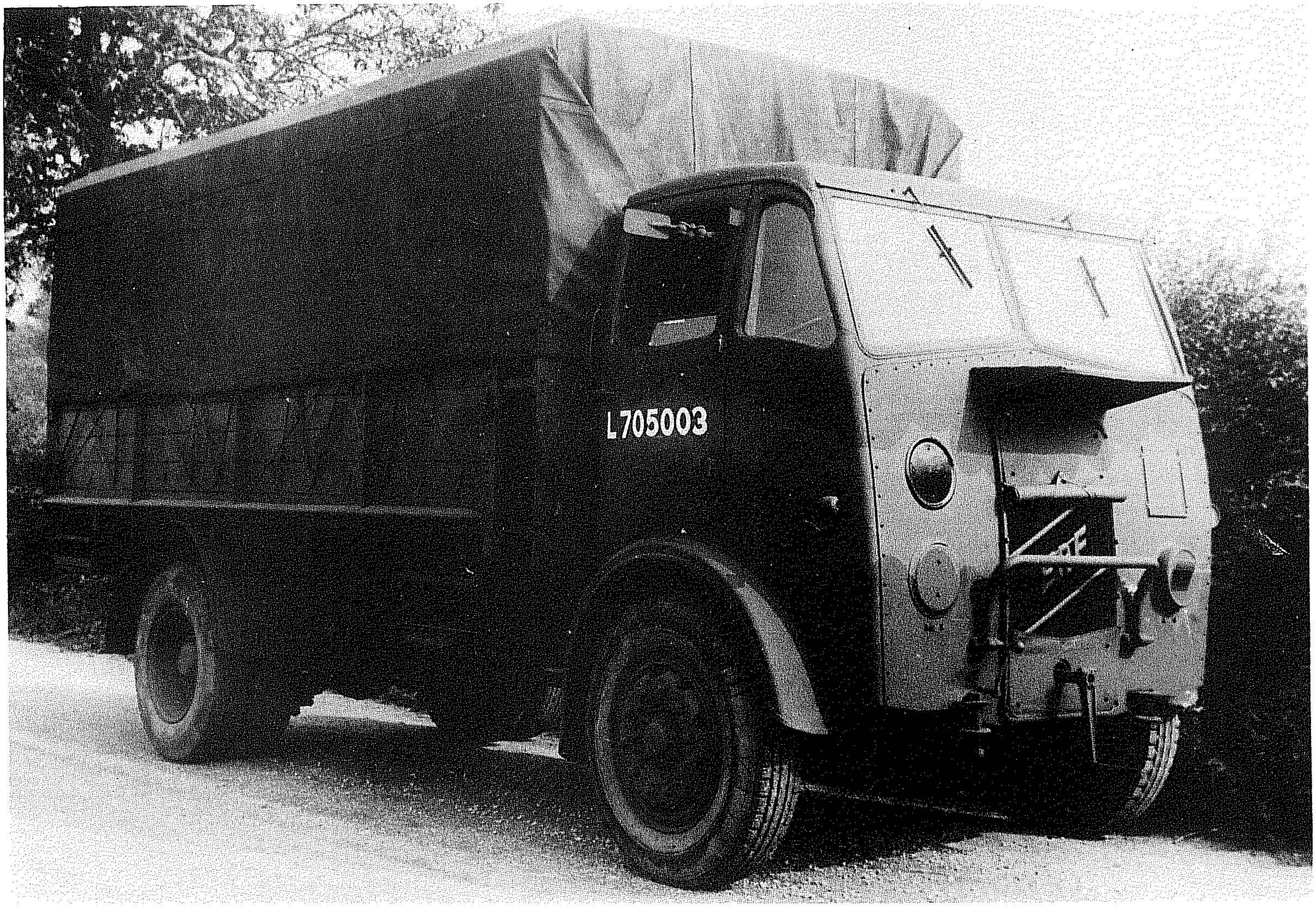
Other Dimensions:
Wheelbase: 14' 8"
Track, front: 5' 9"
rear: 5' 5"
Ground clearance: 9".







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E.R.F. C14, 6-TON 4 x 2, GENERAL SERVICE

In Military Vehicle Data Two the first of the 6-tonners, the Maudslay Militant was featured; in number Seven the second the Dennis Max. Below are set out the relevant details of the third 6-tonner to enter service with the British Army during the Second World War. E.R.F. Limited of Sandbach received three contracts for their General Service lorries between November 1939 and October 1941. 83 2C14's and two batches of C14's, 88 and 250 respectively.

Suspension:
Semi-elliptic front and rear.

Brakes:
Foot, Lockheed hydraulic with Clayton Vacuum servo; hand, mechanical to rear wheels only.

Rear Axle:
Kirkstall Forge overhead worm and wheel;
ratios 6.25 to 1 (1st contract)
6.75 to 1 (2nd contract)
8.25 to 1 (3rd contract)

Steering:
David Brown worm and segment.

Overall Dimensions:
Length: 20' 11"
Width: 7' 7½"
Height: 10' 0"

Engine:
Gardner 4LW 4-cylinder oil, 4¼" bore, 6" stroke, of 5.6 litres capacity.
Maximum B.H.P. 68 at 1,700 r.p.m.
Maximum torque 230 at 1,300 r.p.m.

Clutch:
13½" dia. David Brown (2C14) 4A
14" dia. Borg & Beck (C14) 14R2.

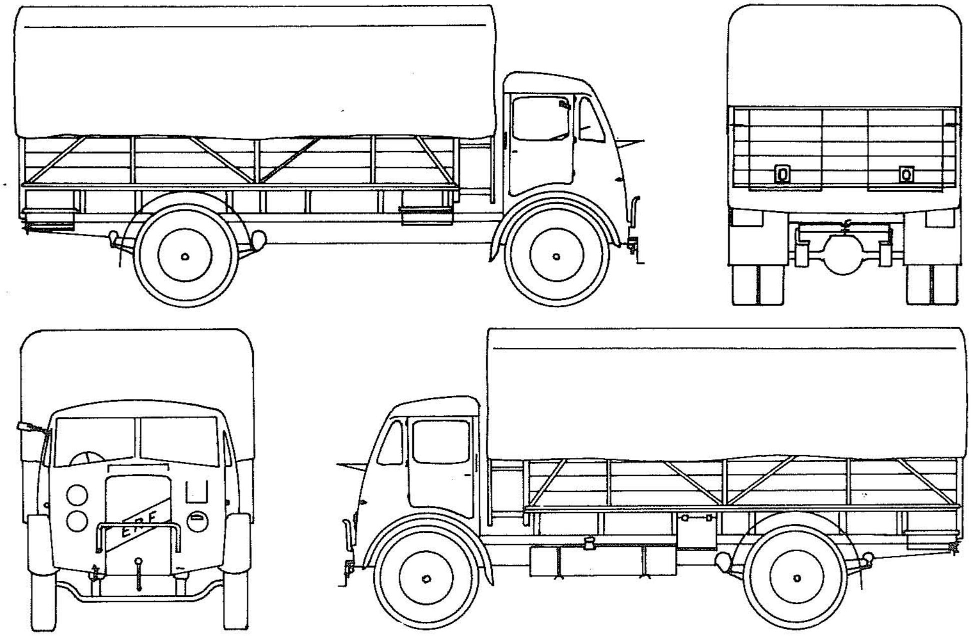
Gearbox:
2C14 David Brown Model 4, 4-speed 4.94 to 1, 2.94 to 1, 1.805 to 1 and 1 to 1. C14 David Brown Model 045 5-speed 6.09 to 1, 3.24 to 1, 1.795 to 1, 1 to 1, and 0.75 to 1.

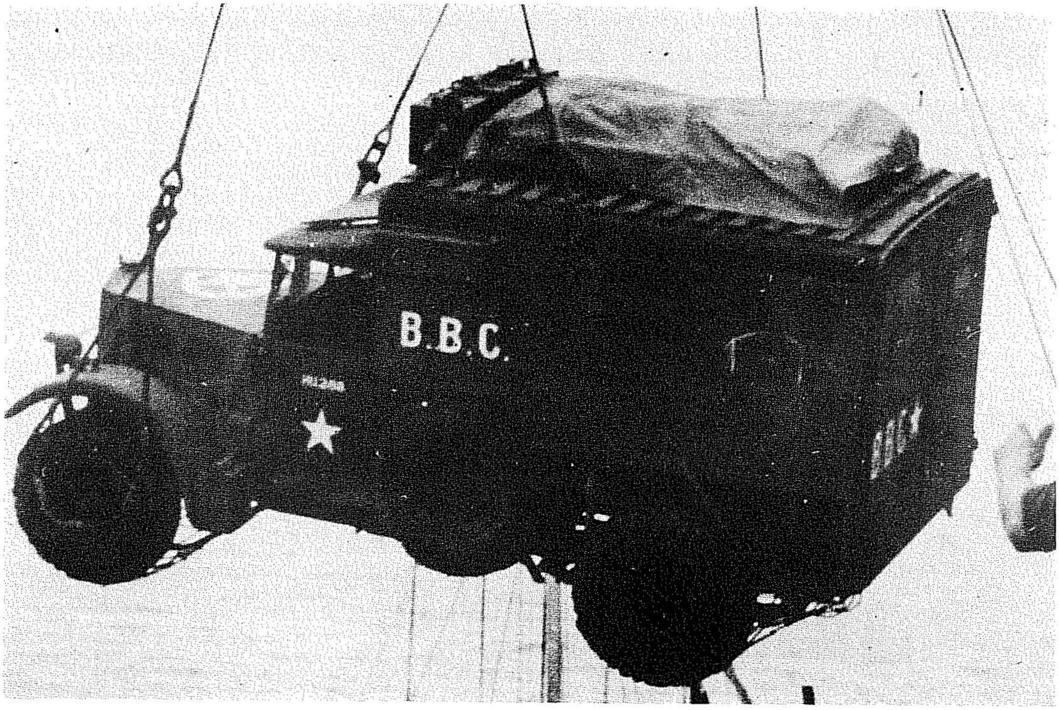
Fuel Capacity:
32 gallons, consumption 18—21 mpg.

Tyres:
36 x 8 (dual rears)

Special equipment included a gearbox driven tvre pump.

Data and photograph opposite courtesy E.R.F. Ltd.





These "War Reporting Units" were partly the result of a Treasury grant for "Front Line Reporting" which was approved very early in 1943. By the autumn it has been decided to fit out twenty-four mobile recording units each consisting of a Humber military ambulance with four-wheel drive fitted up with BBC 'Type C' recording equipment. By November 1943 the BBC had six of these vehicles equipped and ready for service and three were already in use in Italy.

The Type C recording equipment, which was originally designed by the BBC Research Department, consisted of three units, the recording machine, the amplifier and the supply unit complete with rotary convertor for providing h.t. The equipment was powered by two six volt accumulators in series which would enable it to operate for about six hours. The total weight was about 450 lbs. It used 12-in. diameter metal based, lacquer-coated discs popularly known as the "Watts disc" from the name of the inventor, Cecil Watts of Marguerite Sound Studios. These ran at 78 r.p.m. and gave 4½ minutes of recording time. The actual recording head was a BBC designed moving iron instrument with grease damping which, although of high-sensitivity, had a somewhat restricted bandwidth of about 60 to 5000 Hz. The head was supported by a tubular arm pivoted at its centre of gravity and provided with a counterbalance weight to reduce variations in cutting depth caused by vibration.

The turntable was driven by a 12-V d.c. motor through the agency of a rubber covered roller. The belt-driven traverse mechanism allowed some adjustment of groove pitch — from 100 to 125 grooves per inch. Turntable adjustment by a variable resistance and the correct speed was indicated by a stroboscope lit by a neon lamp fed from a stable oscillator.

The above information was provided by the Engineering Information Department of the British Broadcasting Corporation.

The photograph, which shows a recording truck being unloaded from a ship on to a landing craft off the Normandy beaches, courtesy of Mr. Frank Gillard, C.B.E.

HUMBER FWD 4 x 4 B.B.C. RECORDING TYPE C

Based on the very successful and very popular Humber 8-cwt 4 x 4 2-stretcher light ambulance of which over 1,100 were built; these Recording trucks are dealt with in some detail on the opposite page.

The type of tyres used, 9.00 — 16 runflat, enabled additional gear to be carried in the nearside lockers forward of the rear axle. However, when 9.25 — 16 pneumatics were fitted, a spare could be carried in place of the lockers as in the photograph opposite.

Axels:
Semi-floating, spiral bevel drive, ratio 4.88 to 1.

Suspension:
Front, independent transverse semi-elliptic, rear, semi-elliptic, all with hydraulic shock absorbers.

Brakes:
Foot, hydraulic on all wheels. Hand, mechanical on rear wheels only.

Overall Dimensions:
Length: 14' 0"
Width: 6' 8"
Height: 8' 0"

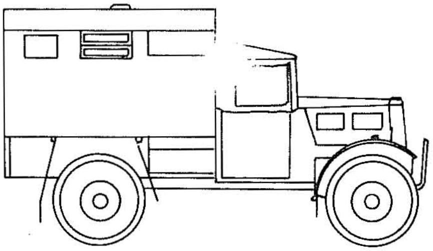
Gross Weight (Ambulance)
Unladen: 2 tons 4¾ cwt.
Laden: 2 tons 14¾ cwt.

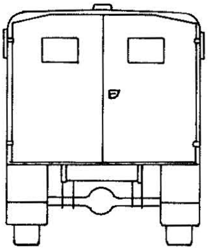
Engine:
Humber 6-cylinder petrol, 85mm bore, 120mm stroke, of 4.08 litres capacity. Maximum B.H.P. 85 at 3,400 r.p.m. governed to 2,650 r.p.m. Maximum torque 2,150 lbs/ins at 1,300 r.p.m.

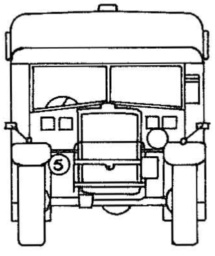
Gearbox:

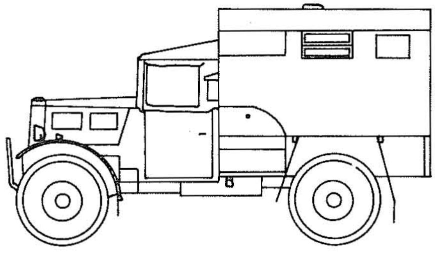
Main, 4 forward and 1 reverse.
Transfer case direct and 1.48 to 1.
Overall ratios (high) 18.1 to 1, 12.1 to 1, 7.1 to 1, 4.88 to 1, and 18.1 to 1 in reverse.

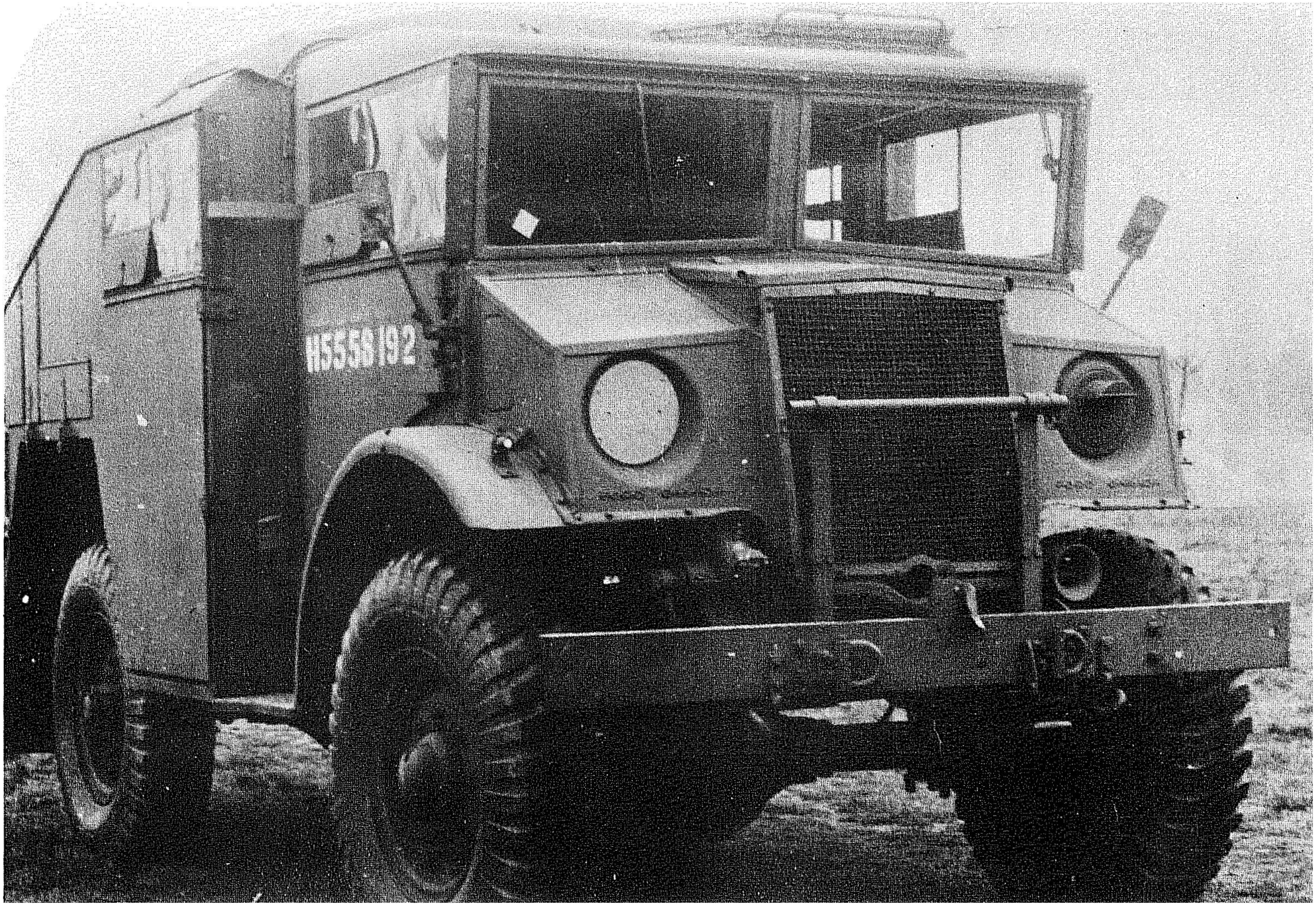
Other Dimensions:
Wheelbase: 9' 3¾"
Track, front: 5' 1"
rear: 5' 1"
Turning circle: 46' 0".











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FORD FGT, 4 x 4, FIELD ARTILLERY TRACTOR FAT4

The British designed 25-pounder gun-howitzer was so successful that it was widely adopted by other countries within the Commonwealth. Whilst in the United Kingdom it was towed be either a Morris or Guy 'Quad', both Australian and Canadian artillery units were equipped with similar 4 x 4 tractors based on Chevrolet and Ford Chassis. Early models were replaced with the No 13 type cab with its distinctive forward sloping windscreen and designated FAT4.

The all steel body carried a 4-man crew in addition to the driver and mate. The sloping rear compartment was divided into sections for tools and equipment; a spare tyre, wire, and camouflage netting was carried on the rear deck. A power driven winch with 125-feet of 5/8" diameter cable was incorporated.

Front Axle:
Differential assembly identical with rear axle.

Rear Axle:
Spiral bevel drive, ratio 7.2 to 1.

Suspension:
Semi-elliptic front and rear with hydraulic shock absorbers.

Brakes:
Foot, hydraulic,vacuum servo assisted.
Hand, operated on propeller shaft.

Steering:
Right Hand Drive, worm and roller.

Tyres:
10.50 x 20.

Overall Dimensions:
Length: 14' 7"
Width: 7' 6"
Height: 8' 4"

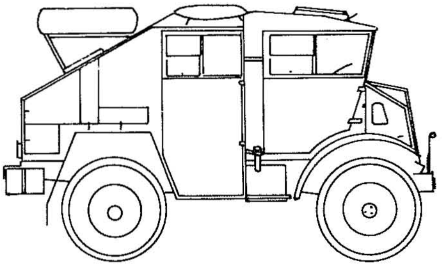
Engine:
Ford V8 Mercury petrol, 3.3/16" bore, 3¾" stroke, of 3.91 litres capacity. R.A.C. rating 32.5 horsepower. Maximum B.H.P. 95 at 3,600 r.p.m. Maximum torque 2116 lbs/ins at 1,800 r.p.m.

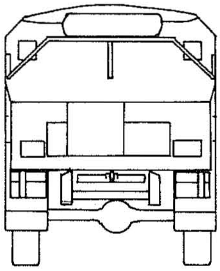
Clutch:
11-inch diameter single dry plate.

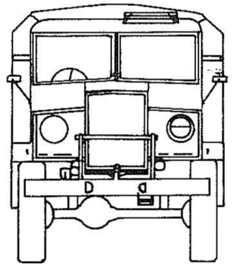
Gearbox:
4 forward and 1 reverse.
Overall ratios (high), 46 to 1, 22.2 to 1, 12.2 to 1, 7.2 to 1 and 56.4 to 1 in reverse. Transfer case, direct and 1.87 to 1.

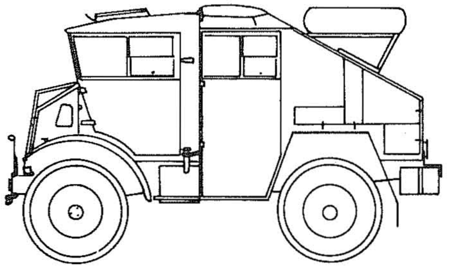
Other Dimensions:
Wheelbase: 8' 5¼"
Track, front: 5' 8¼"
rear: 5' 9:

Photograph opposite courtesy the R.E.M.E. Museum.









COMMER Q4, 3-TON 4 x 4, FIXED CONTAINER WORKSHOP

In order to cope with the multitude of special purpose workshop demands, a common style of Container Body was developed, which enabled a number of variations to be incorporated all within the basic concept. Whilst generally having three access doors, some models have only two. Most versions are equipped with penthouses which can be erected on either side of the vehicle. A typical armourer's repair workshop would include a drilling machine; Allen West grinder; gauge cabinet; heater units; power supply cable and drum. A bench type table was fitted along either side of the body, with bench lights and vices; together with numerous fitted cupboards and drawers for special armourer tools. There was complete blackout for all windows. The penthouse tents with poles being carried in a roof bin stowage.

Axles:
Front and rear, spiral bevel, ratio 6.57 to 1.

Suspension:
Front and rear semi-elliptic with trunnion mounted eyes and hydraulic double acting shock absorbers.

Brakes:
Foot, hydraulic, drum pattern vacuum servo. Hand, mechanical rear wheels only.

Steering:
Cam and roller ratio 23 to 1.

Tyres:
11.00 x 20 12-ply Cross Country.

Overall Dimensions:

Length:	22′ 11″
Width:	7′ 8″
Height:	11′ 6″.

Engine:
Commer OHV 6-cylinder petrol, 3.75″ bore, 4.375″ stroke, of 289.87 cu.in. capacity. Maximum B.H.P. 95 at 3000 r.p.m., maximum torque 225 lb/ft at 1,200 r.p.m.

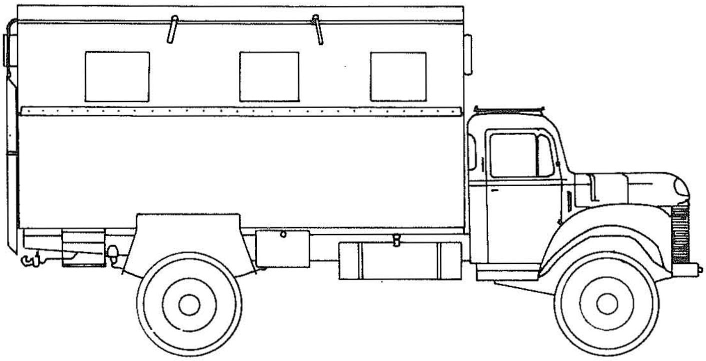
Clutch:
Borg and Beck 12-inch diameter single dry plate.

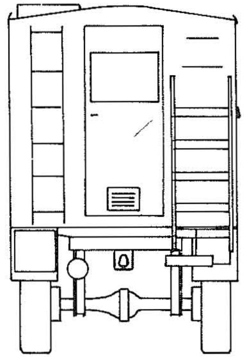
Gearbox:
4 forward and 1 reverse; ratios (high) 6.414 to 1, 3.66 to 1, 1.788 to 1, 1 to 1, and 8.346 to 1 in reverse. Auxiliary, 1.269 to 1 and 2.175 to 1.

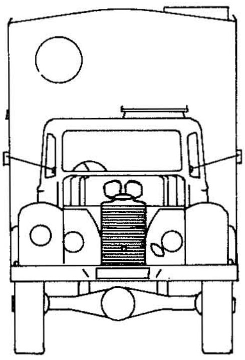
Other Dimensions:

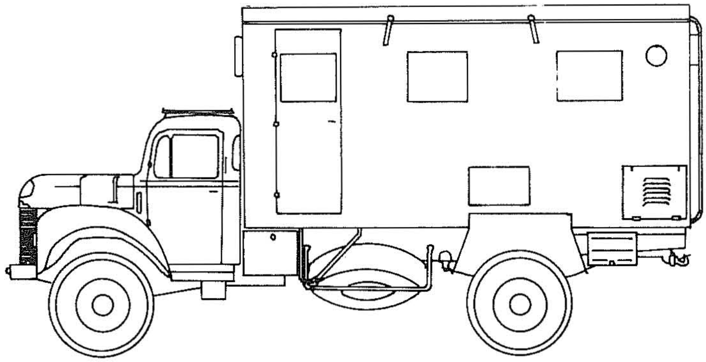
Wheelbase:	13′ 11″
Track, front:	6′ 2″
rear:	5′ 10″.

Weight:
14.056 lbs.









FODEN 6E6/22, 10-TON 6 x 4, GS CARGO

Although designated "10-ton" these lorries were capable of conveying far greater loads in common with their counterparts the AEC 'Marshal' 22-ton and AEC 'Mammoth Major' 25-ton. All were used as part of logistical test on civilian type chassis, Fodens Limited supplying six vehicles.

Very little data was kept by the manufacturers and this is given below in summary form:—

Overall Dimensions:
Length: 31' 7¾"
Width: 8' 2"
Height: 10' 11"
8' 8½" top of Fibreglass tilt cab.

Wheelbase:
18' 0"
4' 2" bogie centres.

Tyres:
Front: 10.00 x 20 (Spare behind rear axles)
Rear: 10.00 x 20 dual or 18.00—22.5 'Super Single'

Engine:
Foden FD6 Mk VI 6-cylinder diesel.
180 B.H.P

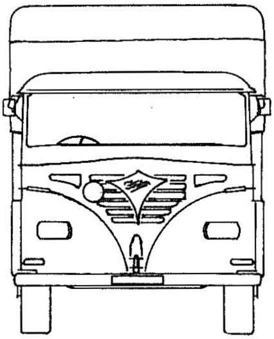
Gearbox:
12 gears and overdrive.

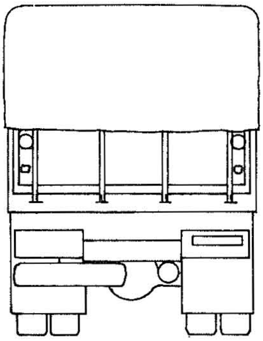
Brakes:
Air Pressure with a transmission handbrake.

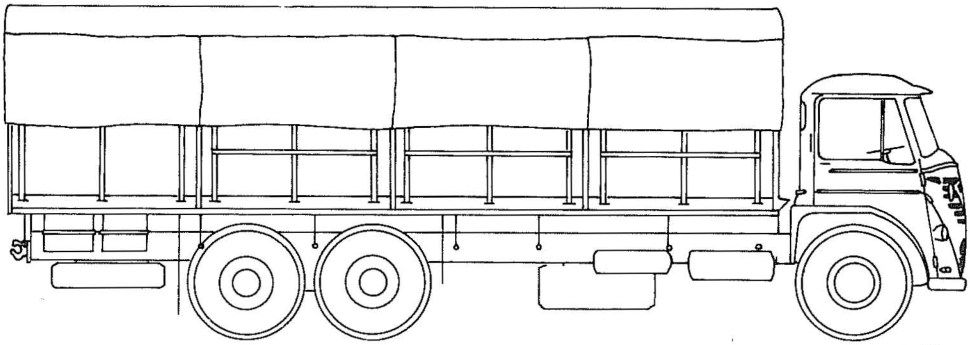
Fuel Capacity:
40-gallons.

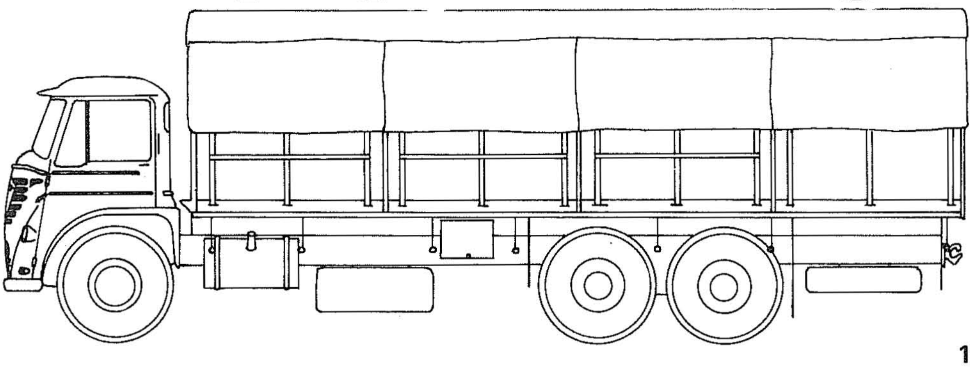
Steering:
Power Assisted.

Photograph opposite courtesy Fodens Limited.









BELLONA PUBLICATIONS

MILITARY VEHICLE DATA

1 Ford (F60L) Portee 3-ton (CA); Leyland Hippo G.S. 10-ton (UK); Dodge T 110-L-5 Water Tank 3-ton (CA); Dennis Tipper 3-ton (UK); Guy FBAX Wireless 3-ton (UK); Dodge T 214 Weapons Carrier (US); Chevrolet (C60L) Office 3-ton (CA); Morris CS8 Water 15-cwt (UK); GMC DUKW Amphibian 2½ton (US).

2 Albion 'FT 11' Lorry 3-ton (UK); American 'BRC' 4 x 4 Light Recce Car (US); Bedford 'OYC' Lorry 3-ton X-Ray (UK); Diamond T Lorry 4-ton G.S. (US); Ford 'WOA2' Heavy Utility (UK); Mack 'NR4D' Lorry 10-ton G.S. (US); Thompson 500-gallon Fuel Tender (UK); Maudsley 'Militant' Lorry 6-ton G. S. (UK); White 'M3A1' Truck 15-cwt Personnel (US).

3 Austin 'K6' Lorry 3-ton Transmitter (UK); Bedford 'OY' Lorry 3-ton Water Tank (UK); Chevrolet Truck 1½-ton G.S. w/Winch (US); Foden 'DG/6/10' Lorry 10-ton G.S. (UK); Ford (F602L) Lorry 3-ton Ambulance (CA); Guy 'ANT' Truck 15-cwt G.S. (UK); Standard 12 Light Utility (UK); Thorneycroft 'SM/GRN/6/2' 10-ton Cargo (UK); Bedford QLT Lorry 3-ton Troop Carrying (UK).

4 Bedford MWD Truck 15-cwt G.S. (UK); Crossley IGL8 3-ton Searchlight (UK); Dodge T 110 Lorry 3-ton Stores (C); Leyland 'Lynx' Lorry 3-ton G.S. (UK); Chevrolet (C60S) Truck 3-ton Dump (C); Thorneycroft 'Tartar' Lorry 3-ton (UK); Karrier 'K6' Truck 3-ton G.S. (UK); Ford C11AD Heavy Utility (C); Morris Commercial Truck 15-cwt Wireless (House Type) (UK).

5 Adler '3Gd' Car Medium 4 x 2 Kfz 12 (GE); Daimler-Benz 'G5' Car Medium 4 x 4 (GE); Daimler-Benz 'G3a' Truck Light 6 x 4 (GE); Steyr-Daimler-Puch '1500 A' Truck Light 4 x 4 (GE); Daimler-Benz' L3000 S' Truck Medium 4 x 2 (GE); Adam Opel 'Blitz 3t' 3,6-6700 A Truck Medium 4 x 4 (GE); Faun 'ZR' Tractor wheeled heavy 4 x 2 (GE).

6 Chevrolet Truck 1½-ton 4 x 4 Telephone Maintenance (US); Leyland 'Hippo' 10-ton 6 x 4 Printing (UK); Ford 'WOT 6' Lorry 3-ton 4 x 4 G.S. (UK); Morris 'CDF' Lorry 30-cwt 6 x 4 G.S. (UK); Standard 14 4 x 2 Light Ambulance (UK); Bedford 'RL' Lorry 3-ton 4 x 4 G.S. Cargo (UK); Chevrolet (C30) Truck 30-cwt 4 x 4 Slave Battery (CA); Humber 4 x 4 Heavy Utility (UK); Morris Truck 8-cwt 4 x 2 F.F.W. (UK).

7 Bedford QL Portee & Fire (UK); Albion BY1 General Service (UK); A.E.C. 0854 Refueler (UK) Ford F60L Armoured Lorry (CA); Dennis Max Mk. 1 General Service (UK); Morris CS8 Office (UK); Dodge T 215 Pick-up (US); Austin K3 General Service (UK); Ford WOT2H Office (UK).

8 Austin K5 3-ton General Service (UK); Diamond T 981 12-ton M.20 (UK); Dodge T 222 D 15 15-cwt General Service (CA); Leyland 'Retriever' 3-ton Stores (UK); Albion FT15N Tractor Field Artillery (UK); Ford FT15 15-cwt General Service (CA); Dodge Ambulance T 214 ¾-ton (UK); Ford WOT2H 15-cwt Light Warning (UK); Thorneycroft 'Nubian' TF/AC4/1 3-ton General Service (UK).

9 Chevrolet C60L Lorry 3-ton 4 x 4 Mobile Canteen (CA); Ford WDT8 Truck 30-cwt 4 x 4 General Service (UK); Crossley IGL8 Lorry 3-ton 6 x 4 Derrick (UK); Bedford OY Lorry 3-ton 4 x 2 Stores RASC Type (UK); Mack LM SW 23 Tractor 5-ton 6 x 4 Heavy Breakdown (USA); Thorneycroft WOF/DC4/2 Lorry 3-ton 6 x 4 General Service (UK); Austin K6 Lorry 3-ton 6 x 4 20 KVA Power Equipment (UK); Ford F6DL Truck 3-ton 4 x 4 General Service (UK); Foden DG6/12 Lorry 10-ton 6 x 4 Printing (UK).

10 Auto-Union/Horch '830' Car, Medium 4 x 2 Bussing-Nag 4500A Heavy Cargo Truck 4 x 4 Faun Type L900 D567 Heavy Truck 6 x 4 Maffei Type MSZ 201 Prime Mover Zuendapp KS750 Motorcycle Heavy with Sidecar 3 x 2 Phaenomen 'Granit 1500' 1½-ton Steyr-Daimler-Puch 640 Light Truck 6 x 4 Volkswagen, type 82 Car, Light 4 x 2 Volkswagen, type 128 Car, Light 4 x 4 Amphibious.

11 General Motors C15TA 15-cwt 4 x 4 Armoured Truck (CA); Bedford QLB 3-ton 4 x 4 Tractor L.A.A. (Bofors) (UK); Ford WOT3 30-cwt 4 x 2 General Service (UK); Chevrolet C60S 3-ton 4 x 4 Derrick (CA); Morris C8 15-cwt 4 x 4 General Service (UK); Ford (B) E2 3-ton 4 x 4 Binned (UK); Commer Q4 3-ton 4 x 2 General Service (UK); Karrier 'Bantam' 2-ton 4 x 2 Freighter (UK); Ford WOT6 3-ton 4 x 4 Breakdown 24kw (UK).

12 Albion BY1/3-ton 6 x 4 Pontoon Carrier (UK); Austin K6 3-ton 6 x 4 Mobile Laboratory (UK); Bedford MWR 15-cwt 4 x 2 Fitted for Wireless (UK); Chevrolet C8A Heavy Utility 4 x 4 Ambulance (CA); Dennis AM 30/40 cwt 4 x 2 General Service (UK); GMC AFKX352 1½/3 ton 4 x 4 Ordnance Maintenance (US); Mack NO8D 7½-ton 6 x 6 Prime Mover (US); Morris 10hp 4 x 2 Light Utility (UK); Thorneycroft ZS/TC4 3-ton 4 x 2 Searchlight (UK).

13 Chevrolet C60L 3-ton 4 x 4 Petrol 800-gallons (CA); Commer Q2 30-cwt 4 x 2 General Service (UK); Dodge WK60 3-ton 6 x 4 Breakdown Gantry (USA); Ford FC60L 3-ton 4 x 2 General Service (CA); Bedford QLR 3-ton 4 x 4 Wireless (House Type) (UK); Ford F60L 3-ton 4 x 4 Ambulance 4-stretcher (CA); Morris CS8 15-cwt 4 x 2 Air Compressor (UK); Ford WOT2H 15-cwt 4 x 2 Machinery KL (UK); Thorneycroft WZ/TC4 3-ton 4 x 2 General Service (UK).

14 Albion CX23N 10-ton 6 x 4 General Service (UK); Chevrolet 1½-ton 4 x 4 Dump w/Winch (US); Bedford OXD 30-cwt 4 x 2 General Service (UK); Ford (B) E4 3-ton 4 x 4 Tractor L.A.A. (UK); Chevrolet C60L 3-ton 4 x 4 GS Body Conversion (CA); Humber 'Snipe' 4 x 2 Tourer (UK); Dodge T203 30-cwt 4 x 4 General Service (US); Leyland 'Retriever' 3-ton 6 x 4 Machinery (House Type) (UK); Studebaker US6 2½-ton 6 x 6 Cargo (US).

15 A.E.C. 0853 4 x 4 Armoured Ammunition Carrier (UK); Austin K6 3-ton 6 x 4 General Service (UK); Hillman 10hp, 4 x 2 Light Utility (UK); Bedford QLD 3-ton 4 x 4 General Service (UK); Chevrolet C15A 15-cwt 4 x 4 Generator 9kw (Canada); Commer Q15 15-cwt 4 x 2 General Service (UK); Dodge VK62B 3-ton 4 x 2 Aircrew Coach (US); Guy FBAX 3-ton 6 x 4 Searchlight (UK); Ford F15 15-cwt 4 x 2 General Service Cab 11 (Canada).

16 Albion CX6N 10-ton 6 x 4, General Service (UK); Austin K2 4 x 2 Heavy Ambulance (UK); Bedford MWC 15-cwt 4 x 2 Water Tank 200 gallons (UK); Commer Q4 3-ton 4 x 4 GS Cargo (UK); General Motors C60X 3-ton 6 x 6 House Type (Canada); Humber 4 x 2 Reconnaissance Car Mk 1 (UK); Landrover ½-ton 4 x 4, GS Lightweight (UK); Morris CS8 15-cwt 4 x 2 Fire Tender (UK); Scammell R 100/2 20-ton 6 x 4 Tractor GS (UK).

17 Austin K30 30-cwt 4 x 2 General Service (UK); Fordson ET6 Thames 4 x 2 Cargo (UK); A.E.C. Mercury 4 x 2 10-ton Dual Purpose Fueller (UK); Ford F8 8-cwt 4 x 2 Personnel (Canada); Albion FT103N 3-ton 6 x 4 Machinery (UK); Morris CD/SW 6 x 4 Tractor L.A.A. Bofors (UK); Mack NM5 6-ton 6 x 6 Heavy Artillery Tractor (US); Commer Q2 15-cwt 4 x 2 Van (UK); Scammell R100 Pioneer 6 x 4 Heavy Gun Tractor (UK).

18 Bedford OY 3-ton 4 x 2 Laboratory (UK); AEC 0853 Matador 5-ton 4 x 4 Flat Platform (UK); Fiat 6605N TM69 6 x 6 Artillery Tractor (ITALY); Morris C8/MG 4 x 4 A.T. Portee (UK); Ford F602L 3-ton 4 x 2 Petrol 800 gallons (CANADA); Simca-Unic F594WML 3-ton 4 x 4 Cargo (FRANCE); Landrover 80" wb ¼-ton 4 x 4 Cargo (UK); Chevrolet C60L 3-ton 4 x 4 Stores (CANADA); Karrier CK6 3-ton 6 x 4 General Service (UK).

As many as nine vehicles may be covered in each issue by way of 1.76 scale front and sideview sketches, and brief historical details, full technical specification and photographic coverage of each vehicle. 9 x 6½in, 20 pages.

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